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Activities and Types of Aircraft Observed in Plant No 301

1. Aircraft Plant No 301 was a pilot and experimental plant for aircraft which were not usually tested at the Khimki field. It is assumed that in 1946 and 1947 this plant had those missions which were taken over by the newly constructed Tsagi Plant in Stakhanovo after 1948. A fighter with radial engine which, on the basis of available descriptions and its estimated speed, can only be the Yak-11 trainer has been in production at Plant No 301 since 1948. Aircraft of this type were seldom test flown at the Khimki field. Most of them were covered with tarpaulins and shipped by rail.
2. Aircraft types delivered to Plant No 301, where they were measured and sometimes test-flown during the period from 1946 to 1948 included several German aircraft of type He-162, the Volksjaeger (1); two Elli type Junkers aircraft fitted with Argus tube (2); some V-1 units for research purposes from the neighboring Plant No 456 (3); and airframes Me-163 type aircraft. Development of the Yak-15 was pursued through preliminary experiments made on the He-162 (the Volksjaeger) by shifting its turbine to under the fuselage. It was noted that PWs designated the He-162, fitted with a BMW engine mounted on the fuselage, and the EF-126 Elli type plane with an Argus tube mounted on the fuselage, types unknown to them, as V-1 missiles, which they knew from German war propaganda.

Activities in Plant No 456

3. Plant No 456 is the development and mother plant for V-2 propulsive units. Besides this, experiments with other fluid propellants are also made there, as the plant is provided with a measuring test stand for Walter power plants. The testing of Argus tubes at a test stand temporarily set up in the open air was also observed, so that interest in V-1 missiles delivered from Germany was obvious.

Activities and Missions of Plant No 259

4. Plant No 259, sometimes called Plant No 293, is a subsidiary plant engaged in the production of JATO units and auxiliary propulsion units. From available descriptions it is inferred that two different sizes of JATO devices, burning potassium permanganate and H₂O₂, are concerned. The larger JATO unit reportedly is 1.5 meters

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long and has a maximum diameter of 60 to 70 cm. The smaller JATO unit is estimated at 1 meter in length and a diameter of 30 to 40 cm. All aircraft tested at the Moscow-Khimki field were prepared and conducted by this plant.

Types of Aircraft and Tests Observed at Moscow-Khimki Airfield

5. Aircraft types available for the testing of JATO devices during the reported period included two four-engine aircraft, presumably Soviet B-29s, some Douglas DC-3s with the Soviet designation Li-2, some single-engine LA-9/11 type fighters, and one B-25B.
6. The four-engine planes took off by means of two and in some cases even four JATO units fitted under the wings. The JATO units were activated after a ground run of about 50 meters, the planes lifted off the ground after an additional 200 or 300 meters and then climbed very steeply, so that at the boundaries of the field altitudes of from 200 to 300 meters had been reached. The operating time of the JATO devices was estimated at 1 to 2 minutes. The JATO units were usually dropped by parachute after the planes had flown a full bank, although they were sometimes dropped at the edge of the field immediately after take-off. The JATO tests with Douglas type transports and Lavochkin fighters were conducted in a similar manner. These types of aircraft had two JATO units fitted under the wings about one meter from the fuselage. The Lavochkin type fighters lifted off the ground after a ground run of 200 meters, reaching an altitude of about 500 meters at the edge of the field. The JATO units were dropped after the take-off. Since the take-off weights of these aircraft types are unknown it is difficult to accurately state the thrust performance. On the basis of the configuration, measurements, operating procedure, and other available data, it is assumed that these JATO units are Soviet versions of the HMK-500 set, which produced a one minute thrust of 500 kg.
7. All sources concordantly mention a body which was probably mounted on a lend-lease B-25. This device, called a tube, was 1.5 meters long, tapered at both ends, and had a diameter of 60 to 70 cm in the center. Its operating procedure was not clear, although it was discussed frequently. Prior to the take-off the tarpaulins were removed from the body; immediately after landing it was covered again. It is assumed that this device was a ramjet power plant. (4) 25X1
8. Extensive experiments were made with a device suspended from a B-29 and called a parasite fighter. Besides a suspension from the wings (5), other type suspensions were also observed in Stakhanovo. According to most reports these parasite planes were unmanned, but their release was not observed outside Moscow. The four-engine plane returned after 1 to 2 hours, sometimes with and sometimes without the parasite. In some cases the propulsion unit of this body seems to have been tested when the four-engine plane was still over Khimki field. This is inferred from the emanation of a yellowish-white plume of smoke. The data reported on the configuration of this plane preclude the possibility of its being the German ME-163.
9. Observations on flying with ME-163 type aircraft are vague. It seems that the few test flights with this German type plane observed in Khimki in 1946 and 1947 were later suspended.
10. Jet planes seen at this field must have been prototypes of the Yak-15 and the first specimens of this type. With the exception of the parasite plane described above, modern sweptback designs were not observed. JATO units fitted on jet fighters were not tested there. (7)

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Comments.

- (1) See Annex 5 for photo and sketch of the He-162.
- (2) See Annex 6 for drawing of EF-126.
- (3) See Annex 7 for drawing of V-1 missile.
- (4) See Annex 1, sketch c, for drawing of device.
- (5) Shown in Annex 1, sketch a.
- (6) Shown in Annex 3, sketch b, and Annex 4, sketch a.
- (7) See Annexes 1 through 7 for photostats of aircraft and V-1 missile.

- 7 Annexes: (1 - 2) Aircraft Observed Over Moscow-Khinkki
(3 - 4) Aircraft Observed in Stakhanovo
(5) Aircraft Type He-162 "Volksjaeger"
(6) Ground Attack Aircraft of Type EF-126 "Elli"
(7) V-1 Missile Observed in the Moscow-Khinkki V-Weapons Plant.

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